City of Seattle
Edward B. Murray, Mayor

Department of Planning and Development
D. M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number: 3013244

Applicant Name: Jen Lien, GGLO for Roosevelt Development Group

Address of Proposal: 6505 15th Ave NE

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a seven story, 220 unit residential building with 8,000 sq. ft. of retail use at ground level. Parking for 267 vehicles will be located below grade. All existing structures to be demolished.

The following approvals are required:

Design Review – Seattle Municipal Code 23.41 (SMC)

SEPA Environmental Determination – SMC 25.05

SEPA Determination: [ ] Exempt [ ] DNS [ ] MDNS [ ] EIS

[X] DNS with conditions

[ ] DNS involving non-exempt grading, or demolition, or another agency with jurisdiction.

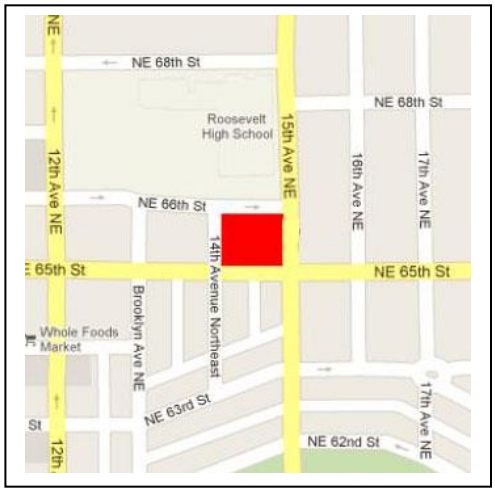
BACKGROUND INFORMATION:

SITE & VICINITY

Site Zone: NC2P-65

Nearby Zones: (North) SF 5000
(South) NC1-40/NC2-40
(East) NC2-40
(West) NC2P-65

Lot Area: Approximately 41,616 SF



Current Development:	The site is currently occupied by several vacant structures that are boarded up and planned for demolition. A farm / produce stand is located in the SE corner of the site.
Access:	Site is accessible from NE 66th Street NE, NE 65th Street, 15th Ave NE, and 14th Ave NE.
Surrounding Development:	Surrounding uses include light commercial and office uses, many deteriorated properties in need of repair, and single family homes.
ECAs:	No ECAs on site. The site slopes +/-20' from the NE corner to the SW corner of the site.
Neighborhood Character:	The historic landmark Roosevelt High School occupies the property north of the site. The neighborhood is walkable urban village with commercial, residential and office use. The light rail station is two blocks to the west and the site has existing frequent transit service. The proposal is located with the Roosevelt Urban Village.

Public Comments

Public comment was invited at the initial Master Use Permit applications and at the Design Review public meetings. Comments from the Design Review meetings are noted within the Design Review process summaries which follow below.

ANALYSIS – DESIGN REVIEW

DESIGN PROPOSAL

The Design Proposal booklets include materials presented at the meeting, and are available online by entering the project number at this website: **http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp**. or by contacting the Public Resource Center at DPD:

Address: **Public Resource Center**
700 Fifth Ave., Suite 2000
Seattle, WA 98124-4019

Email: PRC@seattle.gov

PROJECT DESCRIPTION

The proposed project is a 7 story, approximately 65' high, mixed-use development consisting of approximately 220 residential units, 8,000 SF of commercial, and underground parking for 267 vehicles.

EARLY DESIGN GUIDANCE MEETING: August 6, 2012

DESIGN DEVELOPMENT

Three alternative design schemes were presented. All of the options include a courtyard at the ground level, views to the high school north of the property from the corner of NE 65th Street, underground parking entrance on 14th Ave NE, and commercial retail spaces on NE 65th Street.

The first scheme (Option A) showed an "O" shaped building. It has approximately 212 units, 6,700 SF commercial space, and 171 parking stalls.

The second scheme (Option B) showed a "U" shaped building. It has approximately 215 units, 5,800 SF commercial space, and 174 parking stalls.

The third scheme (Option C) is the preferred option. Shows two buildings with approximately 227 units, 7,000 SF commercial space, and 179 parking stalls.

PUBLIC COMMENT

Several members of the public attended this Early Design Review meeting. The following comments, issues and concerns were raised:

- Noted that the proposal needs to be sensitive to the residential uses nearby and relate well to the High School.
- Stated that design should be 'a part of the campus.'
- Objected to any vehicle circulation that would add traffic to the 'green streets', 'gateways', or single family areas.
- Opposed any design that does not show quality materials or details.
- Encouraged materials and colors that complement the High School.
- Concerned with the proposed vehicle access and how this would influence the street use for neighborhood/community events.

FINAL RECOMMENDATION MEETING: February 3, 2014

DESIGN DEVELOPMENT

At the Final Recommendation Meeting the (Option C) or preferred option as noted above was presented with the following highlights:

a. Unique site zoning for site setbacks are due to the rezone of the site
b. A pedestrian site study included.
c. Concept diagrams are to explain the design concept to breakdown massing.
d. Residential units at the street level are not Live/Work units.
e. Sidewalk along 15th Ave NE is wider sidewalk than the existing sidewalk.
f. Primary residential entrance is from NE 65th St with multiple secondary entries from 14th Ave NE, NE 66th St, and 15th Ave NE.

PUBLIC COMMENT

- Concerned that the use of 14th Ave NE (the Festival Street) makes getting in and out of the garage difficult.
- Stated that the east edge of the building should be tight to the existing sidewalk along on the 15th Ave NE. The design should leave more space on 14th Ave NE sidewalk.

- Stated that the lanterns on NE 65th St should have a lighter façade.
- Noted that the design on NE 66th St looks better than NE 65th St and wants more brick added on NE 65th St.
- Noted that the design of a modern metal building is hard to blend in to the neighborhood, the design needs more brick.
- Noted that the building is blocking the Roosevelt High School.
- Suggested that NE 66th St change to 2-way traffic.
- Concerned that the 15th Ave NE sidewalk is too narrow and suggested an additional setback on 15th Ave NE. Also, add more trees on the site.
- Noted that throughout the design process the architect and owner have engaged the Roosevelt Neighborhood Association. The proposed sidewalk along 15th Ave NE is double of existing sidewalk.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance. The Board identified the Citywide Design Guidelines & Neighborhood specific guidelines (as applicable) of highest priority for this project.

The Neighborhood specific guidelines are summarized below. For the full text please visit http://www.seattle.gov/dpd/aboutus/whoweare/designreview/designguidelines/default.htm

Site Planning

A-1 ***Responding to Site Characteristics.*** *The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.*

Roosevelt — specific supplemental guidance:

- ***Solar Orientation*** *- Minimizing shadow impacts along Roosevelt Way and NE 65th Street is especially important in the Roosevelt neighborhood. The design of a structure and its massing on the site can enhance solar exposure for the project and minimize shadow impacts onto adjacent public areas between March 21st and September 21st.*

At the Early Design Guidance meeting, the Board agreed that the preferred option responded well to the site characteristics.

At the Final Recommendation Meeting, the Board noted that the NW corner gathering space allows views towards the school and 14th Ave NE [the festival street].

A-2 ***Streetscape Compatibility.*** *The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.*

Roosevelt — specific supplemental guidance:

- *Commercial and Mixed-Use Developments: Continuity of the Street Wall Along Sidewalks - Where building setbacks vary along the street due to required street dedications, new developments are encouraged to introduce elements that can help preserve the continuity of adjacent street-facing building walls, especially within the Core Commercial Area. Any*

element within the public right-of-way such as awnings, planters, etc., will require SEATRAN (Seattle Transportation Department) approval.

- *Streetscape Compatibility for Multifamily Developments in Lowrise Zones - Ground related entries and private yards are encouraged for multifamily developments within L2 zones.*

At the Early Design Guidance meeting, the Board needs to see more details on 'public realm' along the four street frontages.

At the Final Recommendation Meeting, the Board indicated they were pleased that the design responded to the Board guidance and was a collaboration and engagement with the community. The two buildings preserve views to Roosevelt High School, increase solar access/ventilation, and provide shorter corridors. The streetscape variety support vibrancy, two plazas are provided at ground level, with retail uses fronting on NE 65th St. The southern plaza provides a large gathering space where the neighborhood community, students, and residents can enjoy the street life, shops, and transit access. Additionally, the northwest street corner and active street edge corner promotes gathering and pedestrian activity. (See recommendation package pages 10-12, 15-22, and 30-34.)

A-3 ***Entrances Visible from the Street.*** *Entries should be clearly identifiable and visible from the street.*

At the Early Design Guidance meeting, the Board recommended that the pedestrian entrance sequence to the courtyard be legible and inviting.

At the Final Recommendation Meeting, the Board indicated they were satisfied with the design diagrams showing cross block entries for residents from around the site. The building entry at the courtyard includes a sign to make it prominent.

A-4 ***Human Activity.*** *New development should be sited and designed to encourage human activity on the street.*

Roosevelt — specific supplemental guidance:

Roosevelt is looking for opportunities to encourage pedestrian activity along sidewalks within the Commercial Core. This is especially important because sidewalks along Roosevelt and 65th are considered too narrow. If not required with new development, applicants are encouraged to increase the ground level setback in order to accommodate pedestrian traffic and amenity features.

At the Early Design Guidance meeting, the Board noted they need to understand the pedestrian [student] experience/movements along the block fronts and through the courtyard 'corridor'. 'Carefully study the gate at the courtyard entry.'

At the Final Recommendation Meeting, the Board indicated they were satisfied with the clarification of pedestrian circulation on the site. Additionally, the proposed sidewalk width for 15th Ave NE is adequate for a city sidewalk. Gates at the individual townhouse entries at the front steps provides another layer of privacy.

A-5 ***Respect for Adjacent Sites.*** *Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.*

A-6 ***Transition Between Residence and Street.*** *For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.*

Roosevelt — specific supplemental guidance:

1. *Encourage the incorporation of separate ground-related entrances and private open spaces between the residence, adjacent properties, and street, especially for multifamily developments west of Roosevelt Way.*
2. *Ground level landscaping can be used between the structure(s) and sidewalk.*

At the Early Design Guidance meeting, the Board noted The Board recommended that the pedestrian entrance sequence to the courtyard be legible and inviting.

At the Final Recommendation Meeting, the Board indicated they were satisfied with the design response presented. The primary residential entrances are from the south, west, and east. Secondary residential entrances are found at the northern portion of the building from the northwest and northeast. Some ground level residential units have direct access to the streets and northern interior courtyard. (See recommendation package pages 11 and 15.)

A-7 ***Residential Open Space.*** *Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.*

Roosevelt — specific supplemental guidance:

- *The Roosevelt Neighborhood values places for residents to gather. For mixed use developments, provision of ground-related common open space areas in exchange for departures especially to the maximum residential coverage limit is encouraged, in addition to other allowable departures. Open space areas can also be achieved in a variety of ways including:*

1. *Terraces on sloping land to create level yard space*
2. *Courtyards*
3. *Front and/or rear yards*
4. *Roof tops*

A-8 ***Parking and Vehicle Access.*** *Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.*

Roosevelt — specific supplemental guidance:

Minimize the number of curb cuts and width of driveways and curb cuts along Roosevelt Way NE and NE 65th Street by locating vehicle access onto alleys and/or side streets when feasible.

- *Locate surface parking at rear or side of lot. Where feasible, parking areas for properties that lie outside pedestrian overlay zones should be located to the rear of buildings that face Roosevelt Way NE and NE 65th Street.*
- *Encourage creation of multi-purpose parking areas. These areas can provide for parking as well as public open space areas.*

At the Final Recommendation meeting, the Board was informed that the vehicle access on 14th Ave NE has been reviewed by DPD and determined that it is not necessary to push the entry more to the south.

A-9 ***Location of Parking on Commercial Street Fronts.*** *Parking on a commercial street front should be minimized and where possible should be located behind a building.*

A-10 ***Corner Lots.*** *Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.*

Roosevelt — specific supplemental guidance:

Gateways: Gateway features could include a variety of design elements that enhance these prominent neighborhood intersections identified below. The following design elements are encouraged: 1. special paving or surface treatments; 2. art; 3. water features; 4. landscaping; 5. seating; 6. kiosks, etc.

Five gateway locations have been identified:

1. *The area surrounding the intersection of Roosevelt Way NE and NE Ravenna Blvd.*
2. *The area surrounding the intersection of Roosevelt Way NE and NE 75th.*
3. *The area surrounding the intersection of NE 65th and 8th Avenue NE.*
4. *The area surrounding the intersection of NE 65th and 15th Avenue NE.*
5. *The area surrounding the intersection of Roosevelt Way NE and NE 65th.*

At the Early Design Guidance meeting, the Board noted that the applicant needs to define what the 'Gateway' at 14th Ave NE and NE 65th St means for the proposal. In any case the gesture should extend all the way up the building.

At the Final Recommendation meeting, the Board reviewed the corner and was satisfied with the NW corner gathering space, which allows views towards the school and the festival street.

B. Height, Bulk and Scale

B-1 ***Height, Bulk, and Scale Compatibility.*** *Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.*

Roosevelt — specific supplemental guidance:

Careful siting, building design and building massing at the upper levels should be used to achieve a sensitive transition between multifamily and commercial zones as well as mitigating height, bulk and scale impacts. Some of the techniques already identified in the Citywide Design Guidelines are preferred in Roosevelt. These techniques include:

1. *increasing building setbacks from the zone edge at ground level;*
2. *reducing the bulk of the building's upper floors;*
3. *reducing the height of the structure;*
4. *use of landscaping or other screening (such as a 5-foot landscape buffer).*

Departures to development standards are encouraged in Roosevelt in order to create a positive transition along zone edges. If any of the 4 techniques listed above is employed, applicants and Board members are encouraged to consider specific departures to the development standards identified below in addition to those listed in the Citywide Design Guidelines.

a) 64% coverage limit for the residential portion of mixed use buildings;

b) building height for all or some portions of the building;
c) required open space.

Applying any of these or other departures allowed through Design Review is intended to help offset a significant loss of development opportunity within the Roosevelt neighborhood.

At the Final Recommendation Meeting, the Board indicated they were pleased that the design responded to the Board's guidance. The project is compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and has been sited and designed to provide a sensitive transition to near-by, less intensive zones.

See guidelines A-2, A-4, and A-6 above.

C. Architectural Elements and Materials

C-1 ***Architectural Context.*** *New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.*

Roosevelt — specific supplemental guidance:

Streetwalls adjacent to sidewalks within the Roosevelt Commercial Core should be designed to incorporate traditional commercial façade components. This can be achieved by using narrow, traditional storefronts defined by vertical elements with multiple pedestrian entrances. This type of articulation is especially important for projects that occupy most or all of a blockface.

The following is encouraged:

1. *Articulate the building façade and break down the mass of long façades into units or intervals through architectural design and detailing to reflect Roosevelt's historical building pattern.*
2. *Consider a variety of traditional methods to break up the mass of large buildings in order to provide for distinctly different architectural treatments at the ground or lower levels.*
3. *Incorporate design elements, architectural details, or materials in the building façade at the street level that is similar to those of adjacent buildings.*

C-2 ***Architectural Concept and Consistency.*** *Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.*

Roosevelt — specific supplemental guidance:

The architectural features below are especially important for new commercial and mixed use developments in Roosevelt's commercial core:· Multiple building entries, Courtyards, Building base, Attractively designed alley-facing building façades including architectural treatments, fenestration, murals, etc.

At the Early Design Guidance meeting, the Board asked that the massing for the two buildings need to relate to one another and appear as one project.

At the Final Recommendation meeting, the Board stated that the "lanterns" along NE 65th St need more articulation to become a stronger element. As shown, the lantern is too subtle. The Board recommended a condition that the lanterns include more glazing and a change in materials or change in pattern from the building body.

C-3 ***Human Scale.*** *The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.*

At the Early Design Guidance meeting, the Board asked that future review materials need to provide more building sections and ground level perspectives for all four street frontages, with details on the parking entrance.

The Board also needs to see more details (i.e. materials, colors, floor plans) on the 'live elements' and how they related to the pedestrian ground level.

Materials selected should relate to the High School.

At the Final Recommendation meeting, the Board stated that NE 65th St needs a stronger façade with viable retail. The glazing and wood soffit panel on the East building brings warmth to the sidewalk. There is room for improvement for the west building storefronts. The Board recommended a condition to add a door to the East building at the west retail space. The applicant should provide DPD with one more vignette's looking at the west building at ground level.

To clarify the building elements, the applicant should provide DPD with a revised south elevation addressing the items noted above.

C-4 ***Exterior Finish Materials.*** *Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.*

Roosevelt — specific supplemental guidance:

Signs: Developments should accommodate places for signage that are in keeping with the building's architecture and overall sign program. Preferred sign types include:

1. *Small signs incorporated into the building's architecture, along a sign band, on awnings or marquees, located in windows, or hung perpendicular to the building facade are preferred within the Commercial Core Area.*
2. *Neon signs are also encouraged, while large illuminated box signs are discouraged.*
3. *Blade signs hung from beneath awnings or marquees are especially favored in the Commercial Core Area. Large box signs, large-scale super graphics and back-lit awnings or canopies are less desirable, especially within the Commercial Core. Where awnings are illuminated, the light source should be screened to minimize glare impacts to pedestrians and vehicles.*

At the Final Recommendation meeting, the Board addressed the public comments on the brick façade and determined that the brick should not wrap around to NE 65th St. The design concept and response to context is sufficient as proposed.

C-5 ***Structured Parking Entrances.*** *The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.*

D. Pedestrian Environment

D-1 ***Pedestrian Open Spaces and Entrances.*** *Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.*

Roosevelt — specific supplemental guidance:

Pedestrian amenities are encouraged where appropriate along sidewalks within the Core Commercial Area. Providing for sufficient pedestrian movement is necessary in order to provide pedestrian amenities. One way to accomplish this is by extending curbs to create opportunities for outdoor cafes and/or vending areas. Amenities could also be placed within small and larger setbacks along commercial streets. Curb extensions and any amenity feature proposed within the public right-of-way should be explored with SEATRAN (Seattle Transportation) very early in the design process.

See A-2 above.

D-2 ***Blank Walls.*** *Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.*

At the Final Recommendation Meeting, the Board indicated they were satisfied with the design. The Board had no comments on this at the Recommendation meeting.

D-3 ***Retaining Walls.*** *Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where higher retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscapes.*

At the Final Recommendation Meeting, the Board indicated they were satisfied with the design. The Board had no further comments on this guideline at the Recommendation meeting.

D-5 ***Visual Impacts of Parking Structures.*** *The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.*

At the Final Recommendation Meeting, the Board indicated they were satisfied with the design. The Board had no further comments on this guideline at the Recommendation meeting.

D-6 ***Screening of Dumpsters, Utilities, and Service Areas.*** *Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.*

At the Final Recommendation Meeting, the Board indicated they were satisfied with the design. The Board had no further comments on this guideline at the Recommendation meeting.

D-7 ***Personal Safety and Security.*** *Project design should consider opportunities for enhancing personal safety and security in the environment under review.*

At the Final Recommendation Meeting, the Board indicated they were satisfied with the design. The Board had no further comments on this guideline at the Recommendation meeting.

D-9 ***Commercial Signage.*** *Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.*

At the Final Recommendation Meeting, the Board indicated they were satisfied with the design. The Board had no further comments on this guideline at the Recommendation meeting.

D-10 ***Commercial Lighting.*** *Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.*

At the Final Recommendation Meeting, the Board indicated they were satisfied with the design. The Board had no further comments on this guideline at the Recommendation meeting.

D-11 ***Commercial Transparency.*** *Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.*

See A-4 above.

D-12 ***Residential Entries and Transitions.*** *For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.*

See A-6 above.

E. Landscaping

E-1 ***Landscaping to Reinforce Design Continuity with Adjacent Sites.*** *Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.*

E-2 ***Landscaping to Enhance the Building and/or Site.*** *Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.*

E-3 ***Landscape Design to Address Special Site Conditions.*** *The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.*

At the Final Recommendation meeting, the Board reviewed the landscape design and tree locations. They agreed that the landscaping design concept was thoughtfully done and were pleased with the results and response to the guidelines.

DEVELOPMENT STANDARD DEPARTURES

At the time of the Final Recommendation meeting, the no departures were requested.

BOARD DIRECTION

The recommendation summarized above was based on the design review packet dated Monday, February 03, 2014, and the materials shown and verbally described by the applicant at the Monday, February 03, 2014 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the Design Review Board members recommended APPROVAL of the subject design based on the following:

Board Recommend Conditions *(to be documented in the Master Use Permit (MUP) Plans prior to issuance of the MUP)*

1. Modify the Master Use Permit (MUP) plans to show that the lanterns have more glazing and a change in material/color patterns from the balance of the building. *(see Guidelines B-1, C-2 & C-3)*
2. Modify the MUP plans to add a retail entry from the NE 65th St sidewalk to the east building west retail space. *(see Guidelines A-2, A-3, A-4, C-1, C-2, C-3, D-1, and D-7)*
3. Modify the MUP plans to show that the NE 65th St west building is consistent with the east building and overall design concept is unified, including the scale and awning elements. *(see Guidelines A-2, A-3, A-4, C-1, C-2, C-3, D-1, and D-7)*
4. Provide a revised south elevation that addresses the storefronts and added door. *(see Guidelines A-2, A-3, A-4, C-1, C-2, C-3, D-1, and D-7)*

DECISION – DESIGN REVIEW

After considering the proposed design and design solutions presented in relation to previously prioritized design guidelines and after having heard public comments on the project's design, the four Design Review Board members present unanimously recommended conditional approval of the subject design with conditions noted below and unanimously recommended conditional approval of the requested design departures[1].

The Director of DPD has reviewed the recommendations of the Design Board members present at the final Design Review recommendation meeting and finds that the Board acted within its authority and the Board's recommendations are consistent with the ***City of Seattle Design Review: Guidelines*** and do not conflict with regulatory requirements.

Therefore, the proposed design is conditionally approved as presented at the June 24, 2014 Design Review Board meeting.

CONDITIONS

Design Review conditions are listed at the end of this report.

ANALYSIS – SEPA

This analysis relies on the ***Environmental (SEPA) Checklist*** for the proposed development submitted by the applicant which discloses the potential impacts from this project. The information in the checklist, supplemental information provided by the applicant, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

[1] Joe Hurley (Chair), Ivan Begley, Christina Pizana, and Martine Zettle.

The Seattle SEPA ordinance provides substantive authority to require mitigation of adverse impacts resulting from a project (SMC 25.05.655 and 25.05.660). Mitigation, when required, must be related to specific adverse environmental impacts identified in an environmental document and may be imposed only to the extent that an impact is attributable to the proposal. Additionally, mitigation may be required only when based on policies, plans, and regulations as enunciated in SMC 25.05.665 to SMC 25.05.675, inclusive, (SEPA Overview Policy, SEPA Cumulative Impacts Policy, and SEPA Specific Environmental Policies). In some instances, local, state, or federal requirements will provide sufficient mitigation of a significant impact and the decision maker is required to consider the applicable requirement(s) and their effect on the impacts of the proposal.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part: "*where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation*," subject to some limitations. Under specific circumstances (SMC 25.05.665 D 1-7) mitigation can be required.

The policies for specific elements of the environment (SMC 25.05.675) describe the relationship with the Overview Policy and indicate when the Overview Policy is applicable. Not all elements of the environment are subject to the Overview Policy (e.g., Traffic and Transportation). A detailed discussion of some of the specific elements of the environment and potential impacts is appropriate.

Short-Term Impacts

The following temporary or construction-related impacts are expected; decreased air quality due to suspended particulates from demolition and building activities and hydrocarbon emissions from construction vehicles and equipment; increased traffic and demand for parking from construction equipment and personnel; increased noise; and consumption of renewable and non-renewable resources.

Several adopted codes and/or ordinances provide mitigation for some of the identified impacts. The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction. Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the City.

Most short-term impacts are expected to be minor. Compliance with the above applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment. However, impacts associated with air quality, noise, and construction traffic warrant further discussion.

Air Quality

The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality and will require permits for removal of asbestos or other hazardous substances during demolition. The applicant will take the following precautions to reduce or control emissions or other air impacts during construction:

- During demolition, excavation and construction, debris and exposed areas will be sprinkled as necessary to control dust and truck loads and routes will be monitored to minimize dust-related impacts.

- Using well-maintained equipment and avoiding prolonged periods of vehicle idling will reduce emissions from construction equipment and construction-related trucks.
- Using electrically operated small tools in place of gas powered small tools wherever feasible.
- Trucking building materials to and from the project site will be scheduled and coordinated to minimize congestion during peak travel times associated with adjacent roadways.

These and other construction and noise management techniques shall be included in the Construction Impact/ Noise Impact Management Plan to be submitted for approval prior to issuance of construction permits.

Traffic and Circulation

Site preparation would involve the removal of the existing on-site buildings and excavation for the foundation of the proposed building and below grade parking garage. Approximately 35,273 cubic yards of material would be excavated and removed from the site.

Existing City code (SMC 11.62) requires truck activities to use arterial streets to every extent possible. Traffic impacts resulting from the truck traffic associated with the removal of the existing building and excavation for the foundation of the proposed building will be of short duration and mitigated in part by enforcement of SMC 11.62. This immediate area is subject to traffic congestion during the PM peak hours, and large trucks turning onto arterial streets would further exacerbate the flow of traffic. Pursuant to SMC 25.05.675 B (Construction Impacts Policy) and SMC 25.05.675 R (Traffic and Transportation) additional mitigation is warranted.

The construction activities will require the export/import of material from the site and can be expected to generate truck trips to and from the site. In addition, delivery of concrete and other building materials to the site will generate truck trips. As a result of these truck trips, an adverse impact to existing traffic will be introduced to the surrounding street system, which is unmitigated by existing codes and regulations. Assuming contractors use double loaded trucks to export/import grade/file material, with each truck holding approximately 20 cubic yards of material, thus requiring approximately 1,764 truckloads (3,527 trips) to remove the estimated 35,273 cubic yards of excavated material.

For the duration of the grading activity, the applicant(s) and/or responsible party(ies) shall cause truck trips to cease during the hours between 4 PM and 6 PM on weekdays. This condition will assure that truck trips do not interfere with daily PM peak traffic in the vicinity. As conditioned, this impact is sufficiently mitigated in conjunction with enforcement of the provisions of SMC 11.62.

City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the trucks in route to or from a site. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Long-Term Impacts – Use-Related Impacts

Transportation and Parking

The applicant submitted a Transportation Impact Analysis (TIA) prepared by Heffron Transportation, dated January 2013. The report evaluated existing traffic conditions in the study area, estimated the total amount of new traffic to be generated by the project, and evaluated the impacts of those trips on traffic operations and non-motorized transportation in the study area. It also analyzed the project's likely parking impacts.

The TIA estimated the project's trip generation using data from the Institute of Transportation Engineers' *Trip Generation* Manual for similar uses. As recommended in *Trip Generation*, the ITE rates were adjusted to reflect local conditions, specifically higher levels of transit and non-automobile use. Mode-of-travel rates were derived from Puget Sound Regional Council (PSRC) mode-share data for the zone that includes the project site. The project is forecast to generate roughly 1,160 new daily trips, with 76 occurring in the AM peak hour and 105 in the PM peak hour. These new trips were distributed on the local roadway network based on trip distribution patterns from the City of Seattle's traffic model, which provides vehicle trip patterns for various types of land uses for each transportation analysis zone (TAZ) in the City. Based on these distributions, traffic impacts were evaluated at several intersections in the vicinity of the project. The only study-area intersection where noticeable impacts may occur is NE 65th Street/14th Avenue NE, adjacent to the project site. In both the AM and PM peak hours, traffic operations at this intersection are expected to degrade from Level of Service (LOS) C to LOS D, with several additional average seconds of delay per vehicle. LOS D is an acceptable operating condition in the City of Seattle, and is common at intersections along urban arterials during peak hours. The only study-area intersection with poor operating conditions is the eastbound portion of the NE 65th Street/NE Ravenna Blvd intersection, which is forecast to operate at LOS F during the PM peak hour either without or with the project. Project traffic is not expected to increase delay at this intersection during peak hours. Overall, the project is not expected to result in any substantial traffic impacts, and no mitigation is necessary.

The project is expected to generate about 370 transit trips per day, with 30 to 35 of these trips occurring during each of the peak hours. The site vicinity is well-served by public transportation, which will be enhanced with the planned 2020 opening of the Roosevelt light rail station. Transit capacity is expected to easily accommodate this increased demand. The project would improve all site frontages with sidewalks widened between 6 and 20 feet, depending on the roadway, planting strips, and two plazas. No adverse impacts to non-motorized facilities are anticipated.

The project is proposing to construct 267 parking spaces in a below-grade parking garage, in addition to bicycle parking facilities. The parking garage will be accessed from a driveway located on 14th Avenue NE. The site access driveway is expected to operate at LOS A during both the AM and PM peak hours. The 267 spaces are likely to be able to fully accommodate the parking demand that would be generated by the uses on the site. No spillover parking is anticipated, and no adverse parking impacts are expected.

Transportation Concurrency

The City of Seattle has implemented a Transportation Concurrency system to comply with one of the requirements of the Washington State Growth Management Act (GMA). The system, described in DPD's Director's Rule 5-2009 and the City's Land Use Code is designed to provide a mechanism that determines whether adequate transportation facilities would be available "concurrent" with proposed

development projects. The evaluated screen-lines included in the TIA would all continue to operate below the concurrency threshold with construction of the project. As a result, no concurrency-related mitigation is warranted or required for the project.

Height, Bulk, and Scale

The design guidelines are intended to mitigate height, bulk and scale impacts under SEPA. A project that is approved pursuant to the design review process is presumed to comply with the City's SEPA policies regarding height, bulk, and scale. Through the design and environmental review process, DPD has found no evidence that height, bulk or scale was not adequately addressed through the design review process and compliance with the design guidelines. As such, no additional mitigation regarding height, bulk and scale is warranted or required.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

DECISION – STATE ENVIRONMENTAL POLICY ACT (SEPA)

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public of agency decisions pursuant to SEPA.

[**X**] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(c).

The proposed action is **APPROVED WITH CONDITIONS**.

CONDITIONS — SEPA

During Demolition, Excavation, and Construction

1. For the duration of the removal of the existing building, excavation of materials, and delivery of construction materials; the owner(s) and/or responsible party(ies) shall cause truck trips to and from the project site to cease during the hours between 4 PM and 6 PM on weekdays.
2. Debris and exposed areas shall be sprinkled as necessary to control dust; a truck wash and quarry spall areas shall be provided on-site prior to the construction vehicles exiting the site if scoop and dump excavation is not used; and truck loads and routes shall be monitored to minimize dust-related impacts.

CONDITIONS — DESIGN REVIEW

Prior to issuance of the MUP (to be documented in the Master Use Permit (MUP) Plans)

3. Modify the Master Use Permit (MUP) plans to show that the lanterns have more glazing and a change in material/color patterns from the balance of the building.

4. Modify the MUP plans to add a retail entry from the NE 65th St sidewalk to the east building west retail space.
5. Modify the MUP plans to show that the NE 65th St west building is consistent with the east building and overall design concept is unified, including the scale and awning elements.
6. Provide a revised south elevation that addresses the storefronts and added door.
7. The Land Use Planner shall inspect materials, colors, and design of the constructed project. All items shall be constructed and finished as shown at the design recommendation meeting and the subsequently updated Master Use Plan set. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner (Colin R. Vasquez, 206/684-5639 or colin.vasquez@seattle.gov).
8. The applicant shall provide a landscape certificate from Director's Rule 10-2011, indicating that all vegetation has been installed per approved landscape plans. Any change to the landscape plans approved with this Master Use Permit shall be approved by the Land Use Planner (Colin R. Vasquez, 206/684-5639 or colin.vasquez@seattle.gov).

For the Life of the Project

9. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (Colin R. Vasquez, 206/684-5639 or colin.vasquez@seattle.gov).

Signature: (signature on file) Date: November 3, 2014
Colin R. Vasquez, Senior Land Use Planner
Department of Planning and Development

CRV:rgc
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